

## 2. Better Local Infrastructure.



### Freight Routes

Realise the productive potential of Australia's freight routes by funding a Local Government Higher Productivity Investment Plan starting at \$200 million per annum over five years.\*



First and last mile issues with local road networks need to be considered as part of efficient and coordinated transport routes.



Councils on key freight routes need support to develop regional transport plans and strategic asset assessments, and to build the capacity and capability to respond to advanced safety technologies or higher productivity freight configuration.



Several councils have undertaken the necessary regional planning; Toowoomba and Western Downs are highlighted as exemplars in the Oversize Overmass review report, while Far North Queensland Regional Organisation of Councils has recently commenced planning.

### Road Safety and Sustainability

Make the Bridges Renewal Program permanent so councils can sustainably manage their council bridges.\*

Increase the Roads to Recovery Program funding to \$800 million per annum to more sustainably manage local government's component of the nation's road network.\*

The National Roads Safety Strategy inquiry report supports increased commitment by the Federal Government.

The LGAQ would welcome a bi-partisan commitment to making local roads safe with progress towards a

**\$3 billion**  
per year road  
safety fund,

as inadequately-maintained roads and bridges can have serious road safety outcomes.

Continued construction, repair and upgrade of local roads and bridges plays a key role in improving the safety on local roads, benefiting all families and communities.

ALGA estimates that councils own and manage around 76% of the national road network.

## In Queensland, councils manage approximately **82% of the road network**

Maintaining the local road system is one of local government's major tasks; in most councils, it is the single largest item of expenditure.

**Total annual expenditure on local roads by councils is**

estimated to be in excess of **\$7 billion.**

approx

**51%**

of all accidents in Queensland resulting in fatalities and serious injuries occur on the local road network.

The 2018 State of the Assets report indicates that

## **21% of council timber bridges in Australia are in poor or very poor condition**

and councils have little capacity to make the necessary improvements.

**In Queensland councils manage around  2,800 bridges**

of which approximately 800 are timber; 29% of these timber bridges are in poor or very poor condition and are valued at \$50m.

## Community Infrastructure program

Promote equitable access to community services and stimulate local economies by investing in a Local Government Community Infrastructure Program of \$300 million per annum over four years.\*



Councils are responsible for developing and adequately maintaining local and regional community infrastructure to meet community needs.



New investment will create jobs, support liveability and enable rural and regional communities to attract and retain population and new industries.



Across Queensland, the program will result in significant employment in regional areas, many of which have high unemployment levels particularly in the youth cohort.



The additional skills gained by the new employment will provide additional return on the investment as the effects of Australia's ageing workforce begin to impact.

## Regional Aviation

Expedite release of the Rural and Regional Affairs and Transport References Committee report on air route service delivery to rural, regional and remote communities to allow identification of key initiatives for communities.



This is a critical issue for Queensland, given our decentralised population.



Many rural, regional and remote communities are concerned about the cost of essential air travel, as well as a reducing level of service regarding flight frequency, flight reliability and ageing aircraft fleets.



Air services are considered essential services for many areas of Queensland given distance and isolation, and time and safety issues associated with road travel.



As well as the ongoing disadvantage to residents from costs and inadequate service levels, there are broader impacts of the existing air route service delivery model by visiting family or friends, business travel (local industries, government officials and rostered fly-in, fly-out workforces) and tourism which affect the liveability and viability of our communities.